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Hongkong Daily Press.

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GENUINE
TANSAN
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J. CLIFFORD WILKINSON
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No. 14,351 號壹拾伍百零千萬壹第 日式十月式年造精光 HONGKONG, MONDAY, MARCH 28TH, 1904. 壹拜禮 號捌十式月參年肆零口一仟壹英港香 PRICE, \$3 PER MONTH.

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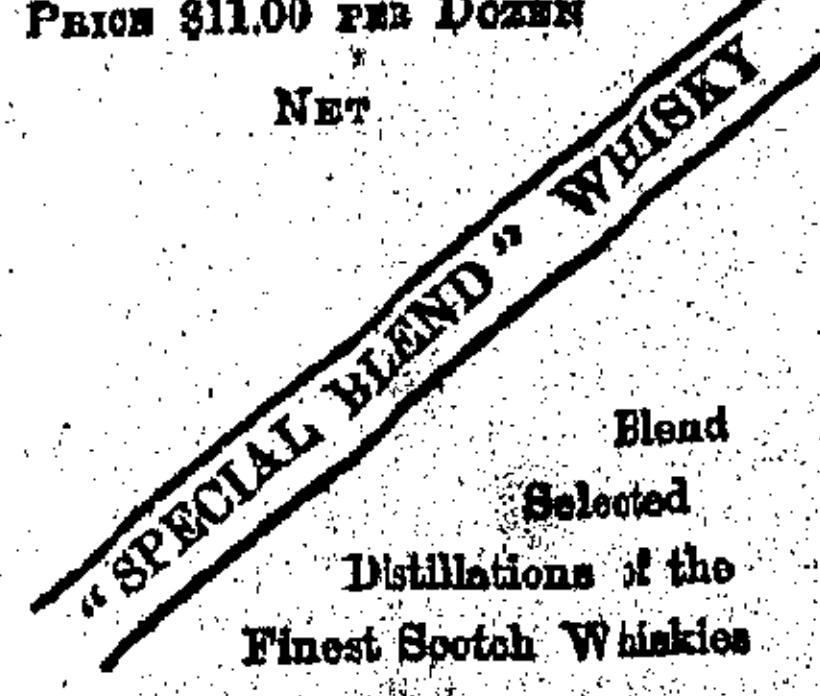
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THE BEST LIQUID DISINFECTANT
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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

[a1545]

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PRICE \$11.00 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
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HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m., Every 10 minutes.
8.00 a.m. to 8.30 a.m., Every 15 minutes.
8.30 a.m. to 9.30 a.m., Every 15 minutes.
9.30 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 15 minutes.
11.00 a.m. to 12.00 p.m., Every 15 minutes.
12.00 p.m. to 12.30 p.m., Every 15 minutes.
1.15 p.m. to 1.45 p.m., Every 15 minutes.
1.45 p.m. to 2.15 p.m., Every 15 minutes.
2.15 p.m. to 3.00 p.m., Every 15 minutes.
3.00 p.m. to 3.30 p.m., Every 15 minutes.
4.00 p.m. to 4.30 p.m., Every 15 minutes.
5.00 p.m. to 5.30 p.m., Every 15 minutes.
6.00 p.m. to 6.30 p.m., Every 15 minutes.
7.00 p.m. to 8.00 p.m., Every 15 minutes.
8.00 p.m. to 8.30 p.m., Every 15 minutes.
9.00 p.m. to 9.30 p.m., Every 15 minutes.
10.00 p.m. to 10.30 p.m., Every 15 minutes.
11.00 p.m. to 11.30 p.m., Every 15 minutes.
12.00 Noon to 1.00 p.m., Every 15 minutes.
1.00 p.m. to 2.00 p.m., Every 15 minutes.
2.00 p.m. to 3.00 p.m., Every 15 minutes.
3.00 p.m. to 4.00 p.m., Every 15 minutes.
4.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 6.00 p.m., Every 15 minutes.
6.00 p.m. to 7.00 p.m., Every 15 minutes.
7.00 p.m. to 8.00 p.m., Every 15 minutes.
8.00 p.m. to 9.00 p.m., Every 15 minutes.
9.00 p.m. to 10.00 p.m., Every 15 minutes.
10.00 p.m. to 11.00 p.m., Every 15 minutes.
11.00 p.m. to 12.00 a.m., Every 15 minutes.
NIGHT CARS in one Week Days.
SUNDAYS.
Fixt. cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at Lie. Com-
pany's Office, 33 & 40 Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1904. [a2761]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHIENW, TOME & CO.,
General Managers.
Hongkong, 14th August, 1903. [a3889]

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We are Sole Agents for the following:-
MONOPOLE, FUTURE, CENTURY, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
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HAND MACHINES, of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
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OF
DENTISTRY.
Dr. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, Hongkong.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [a24]

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FURNITURE STORE,
PLATED GLASS, AND CROCKERY
WARE, &c., &c., and FOOCHEW
LACQUERED WARE.
88 QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [a31]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wine.
Large and Lofti Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANGER.
Hongkong, 31st October, 1902. [a49]

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**ANDERSON'S REGULATION
WATERPROOFS.**

NEW STYLES IN CLOTH RAINCOATS.

UMBRELLAS AND LEGGINGS.

CABIN TRUNKS, SUIT CASES, HOLDALLS.

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ESTABLISHED IN LONDON IN 1815.

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Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,
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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**O. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERTYBODY SHOULD TRY THESE ITEMS

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23 and 25, QUEEN'S ROAD.

Precautions Against Plague, Malaria, and Cholera, 1904 ... \$0.15
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Red Saunders, by Wallace Phillips ... 2.00
To Take with Salt, by McCarthy ... 2.00
Johnny, Crow's Garden, Drawn by Leslie Brooke ... 1.90
Fluff Hunters, by Majorbanks ... 0.80
The Wizard's Light, by Silas Hocking ... 2.00
The Girl's Handy Book, by Beard ... 4.60
A NEW STOCK GENTLEMEN'S BOOTS AND SHOES.
BLACK AND BROWN, BEST ENGLISH MAKE. [a33]

THE DINNER BELL

is not a welcome sound to dyspeptics or people who suffer from indigestion. To such folks we recommend our

BEECHAM'S PILLS

They are most excellent in their effect on weak stomachs. They tone up, increase the flow of the digestive juice, and give an appetite keen and hearty for breakfast dinner and supper.

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CHEMISTS AND DRUGGISTS,

THE APOTHECARIES HALL.

*WATKINS BUILDING.

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CHAMPAGNES,
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CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road.

Hongkong, 4th March, 1904. [a35]

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LATEST NOVELTIES IN NECKWEAR.

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SPECIAL ADVANTAGES.

A MONG others are the following:

- (1) Immediate acceptance and issue of Policy. No provisional acceptance or reference to Head Office.
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- (3) Liberal Paid-up Policies, Surrenders and Loan values.
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a1891-5

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A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms

Private Bar and Two Billiard Rooms for Hotel Residents

Dining Accommodation for 300 persons, Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European Matron in attendance.

Hydraulic Elevators to each Floor.

Bathroom Accommodation—131 rooms.

Electric Lighting and Electric Fans, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by machinery.

Fire Extinguishing Mains and Emergency Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES, Manager.

a43

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29. Town Office:

A. S. WATSON & CO.,
LIMITED
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

C L A R E T S.
FINEST VINTAGES FROM
THE MOST
CELEBRATED
CHATEAUX
IN EXCELLENT CONDITION.

	1 doz. Qts. 2 doz. Pts.
B. ST. ESTEPHE (Red Capsule) ...	\$8.00 \$8.00
C. ST. JULIEN (Red Capsule) ...	10.00 11.00
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CHATEAU LAFITE ...	54.00 -

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[31]

The Daily Press.

HONGKONG OFFICE: 14, DESVEUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 28TH MARCH, 1901

The report of Dr. W. W. PEARSE, Acting Medical Officer of Health, on the plague epidemic during the first seven months of last year is of an unusually elaborate character, even in a Colony where we get such painstaking reports as Hongkong. With its appendices, tables, etc., it occupies no less than one hundred pages of the *Government Gazette*. It is obviously impossible to do justice in the course of a single article to the work which has been involved in the preparation of such a document, and we shall only have drawn attention to a few of the salient points, leaving other details to be dealt with later on. The total number of known plague cases in 1903 was 1,363, of which 1,245 were Chinese, 43 Indian, 34 European, 22 Portuguese, 14 Japanese, and 5 of other nationalities. The number of known deaths was 1,206, of which 1,161 were Chinese, 4 European, 21 Indian, 9 Portuguese, 9 Japanese, and 2 of other nationalities. Thus the death-rate works out at 88.4 per cent., the smallest since the outbreak of plague in 1894. The following are the death-rates per cent. for each epidemic:

1894 1895 1896 1897 1898 1899 1900 1901 1902 1903
92.7 80.5 89 96.1 95.5 95.2 97.5 98.3

For the various nationalities the death-rates in 1903 were as follows:—Chinese, 82.25; European 11.76; Indians, 48.83; Portuguese, 40.90; Japanese, 64.25; others, 40. The Hospital death-rate was only 60.6, the lowest on record since the first outbreak of plague in 1894. The following are the death-rates per cent. for each epidemic:

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Lieut. G. P. Lammett, H.K.V.C., has been granted leave of absence from the 1st April to the 20th July next.

Mr. P. W. Goldring has been appointed a member of the Committee for the Wongneichong and Queen's Recreation Grounds vice Mr. Frank Browne, resigned.

The Star Ferry *Morning Star* has gone to Canton for the service of the Canton-Faifan Railway. The Hongkong and Whampoa Dock Co. have the new ferry-boat well under way.

Friday, the 1st and Monday, the 4th April, being public holidays, will be observed as Government holidays. Saturday, the 2nd April, will also be observed as a holiday in Government Departments. The Police Magistrates' Department is, as usual, excluded.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Rev. G. A. Sunbury \$30
G. C. Mozo 10

The Corps afterwards dismissed.

Showed a very high figure for females, 165 females and 155 males under the age of 15 having been attacked. Dr. PEARSE points out that Chinese servant-girls, who are mostly between the ages of 5 and 15, might be expected to be attacked more often than others, being worse fed and lodged. From 15 to 60 years the percentage of female cases diminishes considerably. European females, in contradistinction to their Chinese sisters, show the lowest figure of all. Only 5 cases occurred among them during the year, and none were fatal. But it cannot be said that the male European cases were alarming. There were 29 cases with 4 deaths; of the 4, one was imported from Canton, one was a broken-down man living in the native quarter, one was known as a heavy drinker, and the fourth did not die of plague but was found to be suffering from it after falling into a dock and killing himself. In short, the European plague epidemic was very mild, in spite of the number of cases.

Perhaps more interesting than the actual statistics of the epidemic is what Dr. PEARSE has to say with regard to the causes of the spread of the disease. He concludes his report with the remark:—"I am inclined to think that overcrowding, with its vitiation of the atmosphere of rooms and the intimate personal contact which is a result of such overcrowding, is probably the greatest factor in the spreading of a plague epidemic." What then is overcrowding, it may be asked. Hongkong residents are well aware of the notoriety which the city of Victoria has gained for its sins in this matter. Dr. PEARSE writes as follows:—"Stricly speaking, overcrowding has only an indirect relation to cubic capacity. An overcrowded house is one in which there are too many people for the amount of fresh air passing through the house per hour. A building with its windows shut will be overcrowded before a building well ventilated. The accepted standard of 1,000 cubic feet per head is merely arrived at because air can in houses of a temperate climate be changed three times an hour without draught, 3,000 cubic feet of fresh air per hour being the amount required by each adult to maintain health. In a warm climate air may be changed more quickly in a room without causing draught and so less space per head would suffice. But every one who has seen the houses of the Chinese in Hongkong must be struck with the fact that efficient ventilation is impossible. There are no fire-places, the rooms are long and narrow, the window at the front obstructed by verandahs. Streets are narrow, back-lanes and yards are worse. The situation of the City itself tends to accentuate this state of things." This state of affairs, as our readers know, Hongkong is trying now to remedy by the Public Health and Buildings Bill. But of course it must be long before the effect of such an extensive measure can be felt. This year we have been happily free from a plague epidemic so far, although three months of the year are nearly gone. We must not therefore boast that we have already struck a fatal blow at the disease which has cost us so many lives and so much money. We are only starting the campaign. We must carry it on to a successful conclusion, and that will take many years. But we have at least learnt how we have erred worst against the West also—at that time, namely, when sanitary principles were unheeded or unknown. We cannot plead that those principles are unknown now, and we have therefore imposed upon us the duty of observing them ourselves and enforcing them upon all who dwell with us in this Colony.

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At the Metropole Hotel on Saturday evening Mr. J. Christie, the proprietor, gave a ball in celebration of the giving over of the licence to him.

We understand that the Portuguese cruiser *Adamastor* arrived at Macao on the 25th instant to strengthen the Portuguese navy in the Far East. The *Adamastor* is not unknown in the East, having been out here some two or three years ago.

Quite a number of American bluejackets have deserted at Manila of late. From the battleship *Wisconsin* no less than sixteen men have escaped for whose return within ten days from March 15 the naval authorities offered rewards amounting to nearly two hundred dollars.

The accident to the Hongkong, Canton and Macao Steamboat Company's steamer *No. 1* mentioned in our Saturday's issue was, we are officially informed, very slight. She merely fouled the Iron Barrier owing to the fog which prevailed, but this notwithstanding, she made her trip on schedule time. There was no need for her to anchor in the stream when she came in, and she went up to the wharf as usual.

The spotters are notified in the Gazette of Mr. T. Sorceron Smith as Acting Justice of Peace, and of Mr. H. J. Gonner as Acting First Magistrate, and of Mr. J. H. Komp as Acting Second Magistrate, all to take effect from the departure of Mr. Justice A. G. Wise on leave; of Mr. P. N. H. Jones as Acting Director of Public Works, on the departure of the Hon. W. Chatham; and of Mr. T. A. Hamer as Acting Secretary and Mr. G. N. Orme as Acting Assistant Secretary of the Sanitary Board, on the departure of Mr. G. A. Woodcock.

LECTURE IN THE CITY HALL.

A particularly interesting lecture has been arranged by the Hongkong Odd Volumes Society for this evening in the St. Andrew's Hall, Mr. J. B. Suttor having consented to speak on the highly important subject of "Australia and the British Empire." Mr. Suttor, being the Commercial Representative of the New South Wales Government, is most admirably qualified to discuss such a subject, and it is to be hoped that Hongkong residents will attend in good numbers to listen to him. The matter of Australia's relations with the Empire, it must be remembered, is one which is very important to Hongkong commercially in particular. The lecture begins at 5 o'clock.

A.D.C. DANCE.

On Saturday night the Hongkong Amateur Dramatic Club signified the conclusion of its season by giving a most successful at home and dance at the City Hall. "Fancy costume optional" was the statement on the invitation cards, and undoubtedly the A.D.C. acted wisely in not making fancy dress compulsory, for Hongkong is not quite equal to the task of providing such a large number of costumes as would be required for all the friends of the members of our popular dramatic club.

Nevertheless, a large number of the gentlemen present appeared in disguise, among the most prominent being a Sikh, a French Cuissard, and a dancing girl. The ladies, for the most part, elected not to veil their identities in any fancy dress. The dance, which was certainly one of the most enjoyable of the season, was kept up well on to the verge of next morning. In fact we should not like to say how many minutes past midnight it was when the last strains of the band ceased.

VOLUNTEER INSPECTION.

On Saturday afternoon the annual inspection of the Hongkong Volunteer Corps was made by His Excellency Major-General Villiers Hutton, C.B., Commanding the Forces in Hongkong and China. His Excellency was accompanied by Major A. B. Hamilton, P.S.C., Deputy Assistant Adjutant-General; and Captain E. S. Ward, 2nd Grenadier Guards, aide-de-camp. The inspection was held on the Parade Ground opposite the Cricket Ground. There were on parade 170 of all ranks, and the inspection was witnessed by several thousands of spectators, including a large number of the Regulars. The Commandant, Major C. G. Pritchard, R.A., was in command, and the other officers present were Major A. Chapman, Surgeon Lt. E. A. R. Loring, Captains O. Orison, G. J. B. Sayer, J. H. W. Armstrong, T. Skinner, and R. Mitchell; Lieutenants J. W. L. Oliver, J. A. T. Plummer, G. P. Lammett, W. Nicholson, M. S. Noothoek, E. G. Barrett, M. M. Scott, and W. A. Drake, Corps Sergeant-Major W. High, and Corps Armorer-Sergeant J. Hawks. The Corps made a splendid appearance under inspection, both in marching past and in general drill movements. The band of the North and Derbyshire Regiment supplied the music.

At the conclusion of the inspection the Corps was formed in close order and H.E. General Villiers Hutton addressed the troops. His Excellency, however, did not, as his predecessor, General Gascoigne, invariably did through his *aide-de-camp*, invite the Press representatives to come forward and note his remarks. Our representative gathered from those who heard the address that His Excellency congratulated the Commandant on the appearance made by the Corps and stated that what he wanted to see was more men. In future the work would be done with 15-pounders, B.L., and Maxim guns, and not with the heavy guns in the forts.

The Corps afterwards dismissed.

"Hongkong Jottings" are unavoidably held over until to-morrow, owing to the claims upon our space to-day.

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The Hongkong and China Steamship Company's steamer *China* has been granted a license to sail from Hongkong to Japan.

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SUPREME COURT.

Saturday, 26th March.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).CHAN UT-CHIU AND FUN KAN SHAN V. CHU
LEE AND CHU PING.

His Lordship delivered judgment in the above case. Hon. M. E. Pollock, K.C., and Mr. E. H. Sharp, K.C. (represented by Mr. R. Harding of Messrs. Evans and Hartson, solicitors), appeared for the plaintiffs; and Mr. M. W. Shadie, barrister-at-law, (represented by Mr. H. J. Gedde, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the defendants. The case was argued on 14th and 15th March.

His Lordship's judgment in delivering judgment said—

This is an action brought by the plaintiffs to determine the respective rights of themselves and the defendants, with regard to a certain portion of the Praya Reclamation which is situated in front of Marine Lot 33 (A). The plaintiffs ask that it should be declared by the Court that they are entitled to the area of reclaimed land marked red on the plan annexed to certain Articles of Agreement between one Chu Chuen and Mr. Bruce Shepherd, on behalf of the Governor of Hongkong, dated 5th October 1889; that is to say such proportion (from front to back) of the whole of the Reclamation to Marine Lot 33 (A), as the frontage of the plaintiff's property, Station B and D of the said Lot upon the old Praya, bears to the whole of the same for building or any other purpose in the same way and to as full an extent, as in the case of other Crown Lands; and all property, estate, rights, supposed rights and easements or supposed encumbrances of any persons or class of persons, whether Crown leaseholders or licensees or otherwise, to the user or possession or occupation of, in or any way in relation to such land, foreshore, bed of the sea embankment, reclamation, or praya road-way and wall or in relation to any wharf, landing place, pier, or other place, situated thereupon, are hereby declared to be absolutely extinguished and determined."

It seems clear, therefore, that all claims except those professed by the Ordinance are extinguished. What claim then does the Ordinance provide for?

Section 7 deals with these. It commences as follows:—whereas the Crown leases or their assignees registered in the Land Registry Office at the date of the commencement of this Ordinance in respect of the lots of land or sections thereof fronting the Praya Roadway along the line of the proposed Reclamation (which persons with their executors, administrators and assigns, except where, pursuant to the context are hereinafter referred to as lessors) or the majority of them, have already leased or signified their readiness to contribute towards the cost to be incurred for and in connection with the works authorised by this Ordinance, provided the Governor will grant to them, respectively, Crown Leases of such equitable proportion of the proposed reclamation as may be available, having regard to public requirements in respect of the roads and streets to be made on the land when reclaimed and in the case of each lessor having regard to the claims of their lessors, &c. &c.

It will conduce to clearness if I here point out that the meaning of the word "lessors," for the purposes of this Section is defined by the first few lines of the Section as the Crown Lessee or assignee not of a back Section, but of a lot fronting a old Praya (or if the lot is divided into Sections) of a Section thereof fronting the old Praya.

This throws light on the words "Such equitable proportion of the proposed reclamation as may be available having regard to the claims of all lessors." The other lessors whose claims are to be considered are "frontagers" not back Sect. holders. In the case of Marine Lot 33 (A) there were 3 Sections fronting the Praya & the proportion of the reclamation allotted in respect of each of these Sections was proportioned to their respective frontages, viz. the frontages of Sections B and D and of the "remaining portion" on the Praya Roadway.

As regards land and the strip fronting on the Praya, known as "the remaining portion" of Marine Lot 33 (A) Chu Chuen entered into Articles of Agreement. He agreed by such articles to pay certain contributions, which I understand had been duly paid, and became entitled (subject to payment of any extra contributions which became payable under the third clause claim (when Crown Leases are granted), down Lease of the portion of the Reclamation mentioned on the plan annexed to those Articles of Agreement. The whole of the rest of reclamation in front of M.L. 33 (A), now inquire, was by the schedule allotted to Yin w, the other frontager, as owner of Section D.

It seems that Yin Chow should not within the two months from 6th July 1889 (the date of Notification in the Gazette) have formally signed in writing, his acceptance of the portion of the Reclamation assigned to him in the title. If he had done so, there was no objection that I can see to prevent his being paid, and I think it probable that he would have been allowed to enter into the Article of Agreement specified in the Ordinance. If he had done so, he would, on payment of the condition specified and any extra payments that become due, have become entitled to a Crovate in due course of the very portion of reclamation which is now in dispute.

Mr. Bruce Shadie in his evidence, gives some explanation of the matter. He said "I tried to get Mr. Chow to sign the Agreement as the front of B and D, before the undertaking was to be explained later on." It would be during month of November. He said he wanted to Godowns on Section A and he did not sign anything or agree to anything he could settle with Chu Chuen (who was an old man) about the purchase of Section C and "the remaining portion." Chu Chuen, however, refused to sell to Yin w and Yin Chow then said to me "we would be better for him to wait for Chu Chuen's death and then buy all the lot get the reclamation cheaper. Upon this idea that Chu Chuen should sign the agent and enter into the agreement which was to be made."

This was accordingly, and Chu Chuen entered into the agreement which, but for his singular conduct in this matter, Yin Chow ought to have entered. Indeed, the original agreement was made in Yin Chow's name, for him to, and he is the person described as Crownee of Section D and Section B, but this went out, a line being drawn through his and Chu Chuen's signature and described as "Lessee of Marine Lot 33, though article 5 of agreement contains this proviso:—practically nothing in this agreement need be held to give the Lessee any or rights over the new foreshore or lots in respect of or in connection with the front of the reclamation, he agreed to be held to him, of a nature different to or in a greater or less than such lessors may have in respect of or in connection with the Marine Lot, 33 A. Sect. D, 33 A Section immediately before the coming into operation of the Ordinance."

It is clear however immediately before the coming into operation of the Ordinance, Chu Chuen had no less regard to Sections B and D. Attached Agreement is an undertaking signed by Chu Chuen dated 19th December 1889 which reads to be the date he actually signs Articles of Agreement (that is after forty three months), which had been presented out to him, and had been dated 1st of January 1889. That "undertaking" is in the following words:—"The un-

derstanding Chu Chuen, Crown Lessee of Marine Lot No. 33 A, in consideration of the agreement entered into by me this day for the reclamation of the foreshore in front of the said Lot, under the Praya Reclamation Ordinance, 1889, hereby guarantees either to assign an equitable proportion of the said reclamation, or to pay an equivalent in money to the owner of Sections E, C and D of the said Lot. I hereby also agree to indemnify the Government in respect of any legal claim that may hereafter be made against it in respect of the said Reclamation."

Mr. Bruce Shepherd's evidence continued as follows:—"I spoke to Yin Chow as well as to Chu Chuen before the guarantee was settled or signed. Neither of them could agree as to how the equitable proportion should be settled. I told both Yin Chow and Chu Chuen that the "equitable proportion" could not mean the whole. I took the words "equitable proportion" out of the Ordinance (Section 7).

It looks therefore as if Yin Chow had contended that he was entitled to the whole or it would not have been necessary to discuss whether the "equitable proportion" could or could not mean the whole. It is, in my opinion, fairly clear that Yin Chow wanted what he was entitled to, viz., all the Reclamation now in dispute, but that Chu Chuen and those who then advised him, claimed the greater part for Chu Chuen, and being more pushing and resolute than Yin Chow, Chu Chuen got permission to sign on condition that he settled the just claims of others.

It is owing to the wrong man having been allowed to sign what purported to be articles of agreement under the Ordinance that the present difficulty has arisen.

Both Yin Chow and Chu Chuen are dead, and the plaintiffs and defendants now stand in their respective places and seeing that the cost of the 5,853 square feet of reclamation in dispute was under \$100,000, while its present value is estimated as not far off \$100,000, it is easy to understand that the question of what is the "equitable proportion" is being vigorously fought out.

There was correspondence between Chu Chuen and the Colonial Secretary before the articles of agreement were entered into. Chu Chuen wrote on 27th July, 1889, complaining, *inter alia*, that although 1,526 feet of reclamation had been allotted him in respect of his "remaining portion" of M. Lot 33 (A), yet nothing had been allotted to him in respect of Section A, which as he alleged comprised more than half the area of the whole of Marine Lot 33A. Of course, the reason was that Section A had no frontage on the old Praya. Accordingly, on 30th Sept. he gets a letter from the Colonial Secretary's office to the following effect:—"I am directed by the Governor to inform you that as regards sub-section A of M. Lot 33 and Section A of Marine Lot 33(A), the lands in question having no marine frontages have no moral claim on foreshores such as have been held to attach to land having such frontage." Chu Chuen, however, wrote back (letter 1st October, 1889) urging his claim as the registered Crown Leaseholder of Marine Lot 33A and the actual owner of nearly seven-eighths of the Lot and saying "Is not every part owner of a Marine Lot entitled to share in the benefits of the Praya Extension? Can any Ordinance of the Legislative Council over-ride the provisions of my Crown lease, &c. &c."

The proper legal answer to those questions were that back section owners could not participate, and that an Ordinance of the Legislative Council approved by the Crown can if necessary over-ride the provisions of any lease, as was expressly decided in Ryrie's case. Finally, on 6th December, 1889, Mr. Lister, the Acting Colonial Secretary, writes to say, "His Excellency is advised that you may be permitted to sign the agreement in connection with the Praya Reclamation in respect of the whole lot upon your guaranteeing either to assign an equitable proportion of the reclamation or to pay an equivalent in money both to Mr. Stephens, who owns Section C of the Lot, and to Mr. Yin Chow, who owns Sections B and D. His Excellency understands that you are willing to adopt the course suggested. I am to add, however, that it will be necessary to include in the agreement referred to a clause indemnifying the Government in respect of any claim, that may hereafter be made against it in relation to these Lots and any grant of reclamation in connection therewith. I am, therefore, to request you to be good enough to place yourself in early communication with the Land Office with a view to carrying out the above arrangements." We now see how Chu Chuen came to be allowed to sign the agreement which one would have expected to find Yin Chow signing.

Mr. Bruce Shadie in his cross examination stated, "When I asked Yin Chow to sign the Reclamation Agreement he could have done so if he had wished." Yin Chow did not seem anxious to sign. I think he was afraid of Chu Chuen's claim and Chu Chuen was very vigorously urging his claim and seeking to establish a right for back section owners to participate in the new reclamation. Now I am asked to say this is what this "equitable proportion" to which Yin Chow's successors are entitled. They claim to be entitled to the whole, on the ground that Chu Chuen really must be taken to have entered into the articles of agreement as trustee for, or on behalf of, the owners of Sections B and D, and of course express their willingness to repay to him (or the defendants as his representatives) with interest at 8 per cent, all the contributions towards the expenses of the Reclamation which he has had to pay under the articles of agreement.

The defendants, on the other hand, contend that Yin Chow, not having signed his agreement with Chu Chuen, and the remaining portion of the reclamation, "Chu Chuen, however, refused to sell to Yin w and Yin Chow then said to me we would be better for him to wait for Chu Chuen's death and then buy all the lot get the reclamation cheaper. Upon this idea that Chu Chuen should sign the agent and enter into the agreement which was to be made."

This was accordingly, and Chu Chuen entered into the agreement which, but for his singular conduct in this matter, Yin Chow ought to have entered. Indeed, the original agreement was made in Yin Chow's name, for him to, and he is the person described as Crownee of Section D and Section B, but this went out, a line being drawn through his and Chu Chuen's signature and described as "Lessee of Marine Lot 33, though article 5 of agreement contains this proviso:—practically nothing in this agreement need be held to give the Lessee any or rights over the new foreshore or lots in respect of or in connection with the front of the reclamation, he agreed to be held to him, of a nature different to or in a greater or less than such lessors may have in respect of or in connection with the Marine Lot, 33 A. Sect. D, 33 A Section immediately before the coming into operation of the Ordinance."

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It seems to me that Yin Chow rightly wanted the whole of the disputed portion of the Reclamation. I have no difficulty in determining that Chu Chuen's contention was wrong, and that Yin Chow was entitled that he urged his claim to do so, to sign the articles of agreement for the whole. My difficulty arises out of the fact that he did not do so. If he had gone to the Court at the time to determine what the equitable proportion was, the answer would have been, "It means, in this case, the whole." Before I pass to the more recent correspondence, I may point out that the payments made by Chu Chuen, or by the defendants, his successors, in respect of the disputed portion of the reclamation were:

83,189.88	19th December 1889
3,189.88	21st August 1899
3,189.89	29th June, 1900
1,594.94	28th February, 1903
1,594.95	15th January, 1903

In all \$12,759.54

It will be observed that after the first contribution was paid, the same day as the undertaking was given, no further contribution was required till August, 1899, after both Yin Chow and Chu Chuen were dead. That may, at least partly, explain some of the delay in these proceedings for the reclamation in front of Lot 33A was not begun until some years after the articles of agreement were made.

When the further instalment of contribution was required, application for payment was made by the Treasury to the plaintiffs instead of to the defendants. This mistake probably arose from the name of Yin Chow, the plaintiff's predecessor as owner of Sections B and D, being mentioned in the Schedule, in the Government notification of 1889, previously referred to.

The plaintiffs, accordingly, in July, 1901, paid the sum claimed instead of informing the Treasury of the mistake, and got a receipt. But I cannot see how that affects the question; for when the mistake was discovered a refund of the money was offered and the defendants have also paid the amount to the Treasury, so that whichever party is entitled to get the money back, will doubtless be permitted to do so.

On 10th January, 1903, the plaintiff's solicitors wrote to the defendants asking them to assent to the Crown Lease of the disputed portion of the reclamation being granted to them on repayment of the contributions, i.e. the cost of making the reclamation, with interest at 8 per cent. The defendants' solicitors declined to assent, but said their clients were prepared to assign an equitable proportion to the owner of Sections B and D.

After further correspondence, the defendants' solicitors wrote to the solicitors for the plaintiffs on February 5th, 1903, saying:—"According to our minds there can be no possible doubt as to the construction of the Praya Reclamation Ordinance and that the Crown Lessee of Marine Lot 33A is the only person recognised by the Governor in his agreement with such Crown Lessee, to carry out the Reclamation, and that he is a trustee in respect of the lots of land or sections thereof for himself and for the owners of the other sections of the Marine Lot. Do you agree that this is so?" It seems to us that the only decree either of us could get under the Praya Reclamation Ordinance would be that each of our clients is entitled to an equitable proportion of the lot which we have already offered you. There is no object, therefore, in stating a special case. The only matter that requires settlement is to ascertain what is the equitable proportion," &c. &c.

To this letter the plaintiff's solicitor replied, on 6th February, 1903, that they claimed for their clients "the whole" and continue as follows:—"We think that there is no possible doubt as to the construction of the Praya Reclamation Ordinance and we are advised that the effect of the Ordinance is to give to owners of sections fronting the old Praya, of Marine Lots, the entire Reclamation in front of such sections. You, however, are contending that the owners of back sections of Marine Lots are entitled to share in such reclamations." They then suggest stating a special case for decision. Later on, it appears, that what the defendants considered the equitable proportion and were prepared to assign, was a block of 857 square feet out of the 5,853 in dispute. The parties could not agree, and after further correspondence between the defendants' solicitors and the Colonial Secretary, the defendants were permitted, at their request, to enter into a possessory agreement for the reclamation on condition that they gave a fresh undertaking to the same effect as Chu Chuen's previous undertaking, "namely, either to assign an equitable proportion of the reclamation or to pay an equivalent in money to the owners of Sections B and D and also to indemnify the Government against all claims which may hereafter be made respecting the Reclamation." Now, I hold, that Chu Chuen's claim was founded upon a misconception of the true construction of the Praya Reclamation Ordinance. It is clear that he pressed that claim strongly on the Government when there had been no decision of the Courts upon the point to guide the Government, and was only allowed to sign the agreement on condition that he gave an undertaking certainly intended to have the effect of preventing the just claims of others being ignored and not intended to decide the respective merits either of his claim or that of the frontagers, and, indeed, in his letter of 4th March, 1903, to the plaintiff's solicitors, the Colonial Secretary expressly said "I am directed to inform you that the Governor has no power under the Reclamation Ordinance 1889 to settle disputes of title. Such disputes must be settled by the parties themselves." It is of course the province of the Court and not that of the Governor to decide the true construction of the Ordinance. The first question to decide then is, to what portion of the disputed reclamation Yin Chow is entitled as frontager. My answer is "the whole." That being so, has Yin Chow or have the plaintiffs as his representatives so conducted themselves in the matter as to make it unfair and inequitable that the defendants should be held trustees for the whole? It seems to me that, if the plaintiffs are willing to refund their interest at 8 per cent, the \$2,000 paid by Chu Chuen to Mr. J. D. Stephens and the money contributed by Chu Chuen and the defendants towards the cost of making the Praya, ought to decree that the Crown Lessee of the whole disputed portion of the Reclamation ought to be granted (on payment of any further contribution that may become due as final settlement of the Praya Reclamation accounts) to the plaintiffs or, if granted to the defendants, that the land must be held by them in trust for the plaintiffs. As regards costs, I think the plaintiffs' predecessor was to blame for not showing some diligence in asserting his rights during his life time, and allowing himself to be overborne by Chu Chuen's vigorous assertion of his claims. I also consider the defendants' predecessor to have been wrong in his construction of the Ordinance. I therefore decide that each side should bear its own costs.

1	2	3	4	Total
1—J. W. C. Bonnar	214	214	215	635
3—C. P. Chater	183	187	153	527
4—E. H. Hinds	208	208	210	720
6—T. C. Gray	204	204	120	531
7—H. Hancock	178	195	153	520
8—H. Hancock	161	183	144	487
12—W. A. Sims	195	152	161	632
13—J. E. Lee	188	114	113	327

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(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

ARNHOLD, KARBERG & CO.

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THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.

MESSRS. KOERTING BROS., HANNOVER.

THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.

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Hongkong 3rd December, 1903.

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LONDON,

NOTICE.

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NEW ADVERTISEMENTS

TO LET.

N^o. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th March, 1904.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

I HAVE This Day resumed CHARGE of
the above Company's business.
EDWARD OSBORNE,
Secretary.

Hongkong, 26th March, 1904.

VICTORIA CHAPTER No. 525 E.C.

A REGULAR CONVOCATION of
A VICTORIA CHAPTER will be held
at the FREEMASONS' HALL, TO-NIGHT
(MONDAY), the 28th instant, at 8.30 for 9
P.M. precisely. Visiting Companions are
cordially invited to attend.

Hongkong, 28th March, 1904.

VICTORIA RECREATION CLUB.

INTENDING Competitors are reminded
that the Entries for the FORTHCOMING ATHLETIC MEETING Close TO-DAY (MONDAY), the 28th inst., at 6 P.M.
Sharp.

HAROLD C. AUSTEN,
Acting Hon. Secretary.
Hongkong, 28th March, 1904.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of
the Letting by Public Auction Sale,
to be held TUESDAY, the 5th day of
APRIL, 1904, at 3 p.m. at the Offices of
the Public Works Department, by Order of His
Excellency the Officer Administering the
Government, of One Lot of Crown Land at
Bonham Road, in the Colony of Hongkong, for a
term of 75 years, with the option of renewal at
His Majesty the King, for one further term of
75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Content.	Annual Rent.	Upset Price.
			N. S. E. W.	ft. ft. ft. ft.	ft. ft.	£
1	Inland Lot No. 1714	Bonham Road	16' 0" 118' 60" 43' 6" 8' 0"	8,000 14	1,600	

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Government, of One Lot of Crown Land at Lei Chi
Kok, in the New Territory of Hongkong, for a
term of 75 years, with the option of renewal at
His Majesty the King, for the rest of the term of
lease from China or for one further term of
75 years if competent for the Government so to
make it.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Content.	Annual Rent.	Upset Price.
			N. S. E. W.	ft. ft. ft. ft.	ft. ft.	£
1	New Marine Lot No. 2	Lai Chi Kok	214' 100" 816' 516" 345,923' 2,778' 10,578"			

NOTICE.

CONSIGNEES of Cargo per ss GLEN-TURRET are hereby notified that owing to the steamer having been on fire during the voyage, a General Average bond must be signed, and 20% of the value of the cargo deposited with the undersigned before delivery can be obtained.

MC GREGOR BROS. & GOW.

Hongkong, 28th March, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 4th prox.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 4th prox. or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIBB,

Agents.

Hongkong, 26th March, 1904.

[10-12]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Rosch, will be despatched for the above ports TO-MORROW, the 29th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,

General Managers.

Hongkong, 28th March, 1904.

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THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

KOBE (DIRECT).

THE Company's Steamship

"PERLA,"

Captain A. H. Notley, will be despatched for the above port TO-MORROW, the 29th inst., at 4 P.M.

This steamer has Superior accommodation for Passengers and is fitted with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 28th March, 1904.

[873]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

FOR SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

OF THE NORDDEUTSCHER LLOYD.

Captain R. Heintze, the hero with the outward

German Mail about WEDNESDAY, the 28th

leaves for the above places about 12/24 hours

after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 28th March, 1904.

[5]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, having arrived from

the above ports, Consignees of cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company;

Limited, at Kowloon, and stored at Consignee's

risk and expense.

No claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 1st April, will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 31st March, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 26th March, 1904.

[874]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"

having arrived from the above ports, Consignees

of cargo are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Kowloon, where

such consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

Goods not cleared by the 2nd prox. will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival, after which

no claims will be recognized.

HONGKONG, 26th March, 1904.

[875]

WANTED.

A DOCTOR for a Coasting Steamer for a

Short Voyage.

Apply to—

47, DES VIEUX ROAD CENTRAL.

Hongkong, 26th March, 1904.

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WANTED.

SITUATION by European, CAPABLE

CLERK and BOOKKEEPER.

Apply by letter to—

"B. N."

Care of Daily Press Office.

Hongkong, 26th March, 1904.

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NOTICE.

EXTRA COPIES of Daily Press are on

SHIPPING.

ARRIVALS.

MAR. 25, CHIQUEN, Chinese str., from Canton.	
MAR. 25, HONGWAN I, British str., 2,060 R.	
Penang, Singapore 19th Mar., General—	
CHINESE.	
MAR. 25, MONMOUTHSHIRE, British str., 3,296.	
Vivyan, London 26th February, General—	
SHEWAN, TOME'S & CO.	
MAR. 25, WONGKOI, German str., 1,115. W.	
Reher, Bangkok 1st March, Rice.—BUTTERFIELD & SWINE.	
MAR. 26, AWAII, British str., 1,565. C. J. Mattock, Sagon 21st Mar., Rice and Flour.—JARDINE, MATTHESON & CO.	
MAR. 26, ANTRIM, British str., 3,563. R. Williams, Singapore 20th March, General—BUTTERFIELD & SWINE.	
MAR. 26, CHERAN, British str., 1,320, Northcomb, Manila 23rd March, General—BUTTERFIELD & SWINE.	
MAR. 26, CHINA, American str., 3,186. D. E. Friele, San Francisco and Shanghai 24th March, Mails and General.—P. M. S. S. Co.	
MAR. 26, FOOSHING, British str., 1,423. T. Arthur, Moji 21st Mar., Coal.—JARDINE, MATTHESON & CO.	
MAR. 26, GL. STURRET, British str., 3,092. R. Webster, London and Singapore 19th Mar., General—McGREGOR BROS. & CO.	
MAR. 26, HALOONG, British str., 783. Gibson, Swatow 25th March, General—DOUGLAS LAPEAK & CO.	
MAR. 26, LOONGHANG, British str., 1,092. G. S. Weigall, Manila 23rd March, General—JARDINE, MATTHESON & CO.	
MAR. 26, Loyal, German str., 1,236. Bubberman, Sowabaya 14th March, Sugar.—SANDER, WIELKE & CO.	
MAR. 26, MECKOO, Chinese str., 1,321. J. Whitelaw, Shanghai 23rd March, General—CHINESE.	
MAR. 26, RUM, British str., 1,611. R. W. Almond, Manila 24th March, General—SHEWAN, TOME'S & CO.	
MAR. 26, TRIUMPH, German str., 769. Hansen, Amoy 23rd March, General—OSAKA SHOSEN KAISHA.	
MAR. 27, HAYTAN, British str., 1,183. T. S. French, Swatow 26th March, General—DOUGLAS LAPEAK & CO.	
MAR. 27, LINAN, British str., 1,352. C. C. Williams, Chinkiang and Wuhs 23rd Mar., General—BUTTERFIELD & SWINE.	
MAR. 27, MELIAN, German str., 647. O. Stellberg, Singapore 18th Mar., General—ORDER.	
MAR. 27, RAJAHURI, German str., 1,149. J. Werder, Bangkok 20th March, Rice.—BUTTERFIELD & SWINE.	
MAY. 27, TYDRIS, British str., 4,790. M. H. Flood-Jackson, Teocom 21st Feb., and Singapore 23rd Mar., General—BUTTERFIELD & SWINE.	

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

26th March.

Hangchow, British str., for Ningpo.
Shansi, British str., for Shanghai.

Suevia, German str., for Yokohama.

DEPARTURES.

26th March.

ATROLI, British str., for Portland.

BENGAL, British str., for Shanghai.

CYMBELINE, British str., for Newcastle.

HOTSANG, British str., for Saigon.

KOWLOON, German str., for Shanghai.

NEEDLES, British str., for Diamond Island.

OIL, British str., for Kuchinotzu.

SILKIA, Austrian str., for Trieste.

SIMLA, British str., for Europe.

TAIWAN, British str., for Yokohama.

TYRE, Norwegian str., for Hongay.

ZAFIRO, British str., for Manila.

27th March.

ANGHIN, German str., for Hoshou.

ANTEN, British str., for Shenghai.

BOENE, German str., for Sandakan.

ELISA, Rickmers, German str., for Swatow.

HOKLOONG, British str., for Tamsui.

HONGWAN I, British str., for Amoy.

KONGWAI, German str., for Bangkok.

LAMETES, British str., for Saigon.

PRONTO, Norwegian str., for Chefoo.

ROSELEY, British str., for Nagasaki.

SALFORDIA, British str., for Moji.

WOOSUNG, British str., for Shanghai.

VESSELS IN DOCK.

26th March.

ABERDEEN DOCKS.

KOWLOON DOCKS—H. I. G. M. S. Moore,

H.M.S. Glory, Eltan, Rikmora, Lin Tan, Hanoi,

U.S.S. Kentucky, Langkawi, H.M.S. Rambler,

Kashin, Saigon, Tak Hung.

COSMOPOLITAN DOCK.

VESSELS ON THE BERTH

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL.

(With liberty to call at Philippine Ports)

THE Steamer

"KENNEBECK."

Captain Geo. R. Wallace will be despatched as above or on about MONDAY, the 28th inst.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK.

Oriental Freight Department.

Hongkong, 22nd March, 1904.

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COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT—POSTE FRANCAISE.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

CALCUTTA, BOMBAY, ADEN,

DJIBOUTI, EGYPT,

MARSELLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th April, 1904,

at 1 P.M., the Company's Steamship

"ARMAND BEHIC," Captain Flaudin, will leave for Mails, Passengers, Specie and Cargo, for MAESSELLES via Ports of Call, WITHOUT TRANSSHIFTMENT.

This Steamer connects at COLOMBO with the "Oceania" line as "Oceanian," bound for MILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till NOON only on Monday, the 4th April. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, 25th March, 1904.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	PAK LING	Brit. str.	S. Barham	BUTTERFIELD & SWINE ... P. & O. S. N. CO.	To-morrow. About 30th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	E. Pranh	BUTTERFIELD & SWINE ... MESSAGERIES MARITIMES	12th April.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	Filler	BUTTERFIELD & SWINE ... HAMBURG-AMERIKALINIE	10th May.
LONDON & ANTWERP	JASON	Brit. str.	Doloren	MESSAGERIES MARITIMES	5th April, at 1 P.M.
MARSELLES, &c., VIA PORTS OF CALL	AB. BEHIC.	French str.	G. von Döhren	MELCHERS & CO.	30th inst., at Noon.
BREMEN, VIA PORTS OF CALL	PREMSEN	Ger. str.	E. Pranh	HAMBURG-AMERIKALINIE	2nd April.
ST. NAZARE, HAVRE & HAMBURG	ADMIRAL	Ger. str.	Schulke	HAMBURG-AMERIKALINIE	12th April.
HAMBURG	BRIGITTE	Ger. str.	Doloren	HAMBURG-AMERIKALINIE	25th April.
HAVRE & HAMBURG	BRUNEL	Ger. str.	Gronemeyer	HAMBURG-AMERIKALINIE	3rd May.
HAVRE & HAMBURG	CAESAR	Ger. str.	Stora	HAMBURG-AMERIKALINIE	17th May.
HAVRE & HAMBURG	CHARLES	Ger. str.	Madsen	HAMBURG-AMERIKALINIE	31st May.
HAVRE & HAMBURG	CLARA	Ger. str.	Danström	Quick despatch.	
HAVRE & HAMBURG	CONRAD	Ger. str.	T. W. Garlick	BUTTERFIELD & SWINE	14th April.
HAVRE & HAMBURG	DAVID	Ger. str.	R. P. Craven	BUTTERFIELD & SWINE	20th May.
HAVRE & HAMBURG	EMIL	Ger. str.	Standard Oil Co.	STANDARD OIL CO.	About 25th inst.
HAVRE & HAMBURG	ERNEST	Brit. str.	Dodwell & Co., Ltd.	DODWELL & CO.	29th April.
HAVRE & HAMBURG	EVAN	Brit. str.	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	30th inst.
HAVRE & HAMBURG	FRANCIS	Brit. str.	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	27th April.
HAVRE & HAMBURG	GEOFFREY	Brit. str.	Dodwell & Co., Limited	DODWELL & CO.	29th inst.
HAVRE & HAMBURG	GEORGE	Brit. str.	T. W. Garlick	BUTTERFIELD & SWINE	19th April.
HAVRE & HAMBURG	GERALD	Brit. str.	Portland & Asiatic Co.	PORTLAND & ASIATIC CO.	24th April.
HAVRE & HAMBURG	HERBERT	Brit. str.	R. P. Craven	BUTTERFIELD & SWINE	8th April.
HAVRE & HAMBURG	JOHN	Brit. str.	McArthur	GIBR. LIVINGSTON & CO.	8th April.
HAVRE & HAMBURG	KENNETH	Brit. str.	B. H. W. Snow	OSAKA SHOSEN KAISHA	About 5th April.
HAVRE & HAMBURG	LAWRENCE	Brit. str.	Schipper	OSAKA SHOSEN KAISHA	To-day, at Noon.
HAVRE & HAMBURG	LEONARD	Brit. str.	Ferla	OSAKA SHOSEN KAISHA	To-morrow, 4 P.M.
HAVRE & HAMBURG	LEONARD	Brit. str.	A. H. Notley	OSAKA SHOSEN KAISHA	Quick despatch.
HAVRE & HAMBURG	LEONARD	Brit. str.	R. Heimso	OSAKA SHOSEN KAISHA	To-day.
HAVRE & HAMBURG	LEONARD	Brit. str.	BUTTERFIELD & SWINE	OSAKA SHOSEN KAISHA	To-morrow.
HAVRE & HAMBURG	LEONARD	Brit. str.	McArthur	OSAKA SHOSEN KAISHA	At 4 P.M.
HAVRE & HAMBURG	LEONARD	Brit. str.	B. H. W. Snow	OSAKA SHOSEN KAISHA	30th inst.
HAVRE & HAMBURG	LEONARD	Brit. str.	A. Hanson	OSAKA SHOSEN KAISHA	31st inst.
HAVRE & HAMBURG	LEONARD	Brit. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	6th April.
HAVRE & HAMBURG	LEONARD	Brit. str.	T. Brandt	OSAKA SHOSEN KAISHA	6th April.
HAVRE & HAMBURG	LEONARD	Brit. str.	H. Kraft	OSAKA SHOSEN KAISHA	6th April.
HAVRE & HAMBURG	LEONARD	Brit. str.	R. Roach	DOUGLAS LAPEAK & CO.	11th April.
HAVRE & HAMBURG	LEONARD	Brit. str.	R. W. Almond	SHEWAN, TOME'S & CO.	2nd April.
HAVRE & HAMBURG	LEONARD	Brit. str.	R. Rodger	SHEWAN, TOME'S & CO.	9th April.
HAVRE & HAMBURG	LEONARD	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 30th April.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OFACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 16th April.
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DECALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"BARDANUS"	On 20th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"PAK LING"	On 23rd March.
LONDON and ANTWERP	"MACHAON"	On 12th April.
* GENOA, MARSEILLE and LIVERPOOL	"IDOMENEUS"	On 14th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.
LONDON and ANTWERP	"JASON"	On 10th May.
* GENOA, MARSEILLE and LIVERPOOL	"ACHILLES"	On 20th May.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 10th April.

The s.s. "TIDEUS" left Nagasaki on the 23rd inst., and is due here on the 27th inst.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 24th March, 1904.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"CHENAN"	On 28th Mar., 4 P.M.
TIENTSIN via SHANGHAI	"SHANSI"	On 28th March.
NINGPO and SHANGHAI	"HANGCHOW"	On 29th March.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, &c.	"CHINGTU"	On 8th April.
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 26th March, 1904.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAWL INLAND PORTLAND, OREGON
SEA OF JAPAN, MOJI, KOREA AND YOKOHAMA FOR
OPERATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"INDRAVELLI"..... 4,890 R. P. Craven April 24, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 19th February, 1904.

THE EAST ASIATIC COMPANY,
LIMITEDFOR COPENHAGEN AND ST.
PETERSBURG.

THE Danish Steamer

"ANAMBA,"
Captain Cortsen, will be ready to load on or about the 28th inst.For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 24th March, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).PROPOSED SAILINGS FROM HONGKONG
1904. About

"SAINT IRENE," 29th April.

For Freight and further information, apply to
DODWELL & CO., LTD., Agents.

Hongkong, 28th March, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unequalled.

Arrives Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.

1st Class \$8.00 for Single Journey

2nd Class 1.50

Meals 1.00 each

The steamer's wharf is at the Western end of Wing Lok Street.

YUK S. CO., LTD.
No. 216, Wing Lok Street,

Hongkong, 27th February, 1904.

CARTRIDGES.

IMPORTED EVERY MONTH. THERE
FORE ALWAYS FRESH.ELEY'S, SCHULTZE'S, AMBERITE
and KYNOCK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, No. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 26th November, 1902.

BUDWEISER
BEEREXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.ANHEUSER-BUSCH BREWING
ASSOCIATION, ST. LOUIS.THE BREWERY LARGEST
IN THE WORLD.REGULAR
SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).PROPOSED SAILINGS FROM HONGKONG
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Hongkong, 27th February, 1904.

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all Sizes, No. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 26th November, 1902.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER"
FROM MIDDLESEX, LONDON AND
STRATFORD.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 31st March, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th April, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th March, 1904.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NINGCHOW,"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will lie at Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 23rd instant.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M., on the 23rd inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 23rd inst.,

will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

31st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st March, 1904.

[10-11]

THE FOOTH-SECOND ANNUAL ISSUE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHERLANDS INDIA, PHILIP-

PINIES, BORNEO, &c.

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

POST-OFFICE NOTICES.

Until further notice the transmission of correspondence via Daly and the Trans-Siberian Railway is discontinued.
The Doric, with the American mail, left Yokohama on Friday, the 25th inst., via Kobe, Nagasaki and Manila, and may be expected here on or about Monday, the 4th prox.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Postage	Monday, 28th, 7.30 A.M.
Yokohama, and Kobe	Postage	Monday, 28th, 11.00 A.M.
Moj, Kobe and Yokohama	Postage	Monday, 28th, 11.00 A.M.
Macao	Postage	Monday, 28th, 1.15 P.M.
Shanghai and Tientsin	Postage	Monday, 28th, 3.00 P.M.
Amoy and Manila	Postage	Monday, 28th, 3.00 P.M.
Shanghai	Postage	Monday, 28th, 3.00 P.M.
Amoy	Postage	Monday, 28th, 4.00 P.M.
Hollow and Pakho	Postage	Monday, 28th, 4.00 P.M.
Nanbu	Postage	Monday, 28th, 5.00 P.M.
Macao	Postage	Monday, 28th, 5.00 P.M.
Cantou	Postage	Monday, 28th, 5.00 P.M.
Swatow, Amoy and Foochow	Postage	Tuesday, 29th, 7.30 A.M.
Moj, Kono, Yokohama, Victoria, B.C. & Tacoma	Postage	Tuesday, 29th, 10.00 A.M.
Singapore, Penang and Calcutta	Postage	Tuesday, 29th, 11.00 A.M.
Kobe	Postage	Tuesday, 29th, 2.00 P.M.
Ningpo and Shanghai	Postage	Tuesday, 29th, 3.00 P.M.
Canton	Postage	Tuesday, 29th, 3.00 P.M.
Ganton	Postage	Tuesday, 29th, 5.00 P.M.

TO-DAY.

Regular Convocation of Victoria Chapter, Freemason's Hall, noon.
Lecture, by Mr. J. B. Sutton, City, Hall, 5 p.m.

TO-MORROW.

Sale, Household Furniture, Sales Rooms, Mr. V. L. Kemodos, 2.30 p.m.
Ordinary General Meeting of Bowring Ltd., 4.15 p.m.
Regular Meeting of Eethon Mark Lodge, Freemasons' Hall, 5 for 5.30 p.m.
Performance, Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
26th March.

ON LONDON.—
Telegraphic Transfer 1/94
Bank Bills, on demand 1/94
Bank Bills, at 30 days' sight 1/94
Bank Bills, at 4 months' sight 1/94
Credits, at 4 months' sight 1/94
Documentary Bills, 4 months' sight/10/10

ON PARIS.—
Bank Bills, on demand 225
Credits, at 4 months' sight 230

ON GERMANY.—
Bank Bills, on demand 183

ON NEW YORK.—
Bank Bills, on demand 433

Crates, 60 days' sight 444

ON BOMBAY.—
Telegraphic Transfer 1333

Bills, on demand 134

ON CALCUTTA.—
Telegraphic Transfer 1333

Bills, on demand 134

ON SHANGAI.—
Bills, at sight 71

Fatu, 30 days' sight 723

ON YOKOHAMA.—
On demand 881

ON MANILA.—
On demand Nominal

ON SINGAPORE.—
On demand Nominal

ON BANGLA.—
On demand 1084

ON HAMPOON.—
On demand 12 p.m.

ON SAIGON.—
On demand 1 p.m.

ON HANOI.—
On demand 624

SOVEREIGN, Bank's Day, Paying Rate \$11.05

Gold IRAF, 100 fine, per tael \$58.30

Bar Silver, per oz. 251

OPIUM.

26th March.

Quotations are:— Allow 'em not to 1 cent.

Malwa New \$900 to \$920 per picul

Malwa Old \$960 to \$990

Malwa Older \$1060 to \$1090

Malwa V. Old \$1100 to \$1130

Persian extra quality \$880

Persian extra fine \$890

Fatu New \$1290 to — per chit.

Fatu Old \$1270 to —

Baru New \$1270 to —

Baru Old \$1270 to —

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Prusse* left Kobe via Nagasaki and Shanghai on the 21st inst., a.m., and may be expected here on the 29th inst.

The Imperial German mail steamer *Prinz Heinrich* left Singapore on the 26th inst., a.m., and may be expected here on the 30th inst., p.m.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 23rd inst., a.m.

The Indo-China steamer *Hansang* left Calcutta for this port via the Straits on the 19th inst., and may be expected here on the 25th prox.

THE AMERICAN MAIL.

The O. & O. steamer *Doric*, from San Francisco, to the 5th inst., via Honolulu, left Yokohama for this port via Inland Sea, etc., on the 21st inst., and is due here on the 4th prox.

The F. M. steamer *Siberia* left San Francisco for this port via Honolulu, &c., on the 23rd inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver on the 21st inst., p.m., for Hong Kong via the usual ports of call.

THE C.P.R. steamer *Athenian* left Vancouver on the 7th inst., p.m., for Hong Kong via the usual ports of call.

The C.M. steamer *Claverie* left Astoria on the 13th inst., and is due here on the 14th prox.

The P. & A. steamer *Industralis* left Portland (Ore.) on the 14th inst., and is due to arrive in Hong Kong about 13th prox.

PASSENGERS.

ARRIVED.

Per *Hai Long*, from Swatow for Hong Kong, Messrs. Cairns and Remedies.

Per *Montnethiehine*, from London, for Hong Kong, Mrs. Bonhier.

Per *Chen*, from Manila, Mr. and Mrs. J. Holme Scott and two children, Messrs. Cruden, Holme, Dye, Lyman, Robert, Nay, Loyaga, Hoossain, Bulman, Molonye, Fernandez, Savidra, Abrams and Norton.

Per *China*, from San Francisco, Mrs. L. L. Crosby, Mrs. M. C. L. Sherwood and Mrs. A. W. Rittig, Misses M. Jamison, L. M. Kooken, A. M. Green and M. McCandless, Mrs. O. L. Balcock, C. E. Boaty, D. W. Brilling, A. M. Glover, A. A. Davis, A. M. Green, W. C. Hartridge, P. E. Hemmings, Geo. E. Saunders, H. F. Labelle, D. N. McComb, I. B. Rutter, A. J.

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden.

It is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria.

It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hong Kong.

Bowling Alleys and Billiards.

The Cuisine is excellent.

JAS. W. OSBORNE,
Proprietor and Manager.

Hong Kong, 2nd December, 1903. [586]

HOTELS

THOMAS' HOTEL.

FIRST-CLASS HOTEL, most centrally

sited. Well Furnished and airy

Bedrooms.

Monthly Boarders accommodated on very

moderate terms.

For Particulars, apply to—

THE MANAGER.

Hong Kong, 4th January, 1904. [112]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL

in Macao. Beautifully situated in Praia Grande next to Government House.

Telegraphic Address: "International."

Apply to—

THEE MANAGER.

Hong Kong, 4th (cont'd.) 1904. [112]

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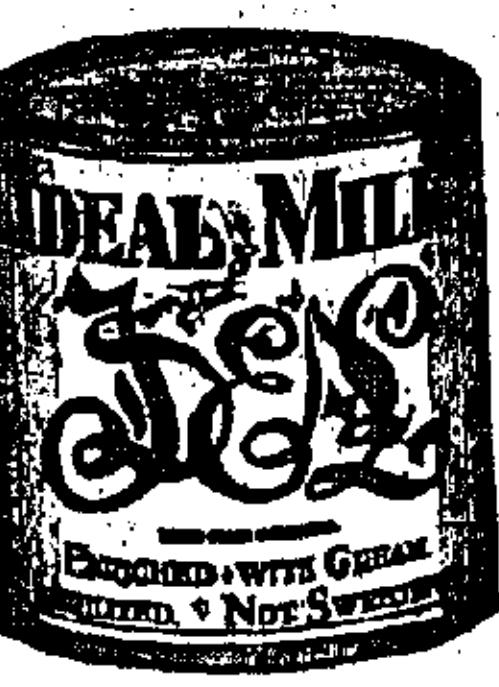
Bowling Alleys and Billiards.

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Hong Kong, 2nd December, 1903. [586]

Ideal Milk



Enriched 20 per cent.

with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh
Milk.

JOINT STOCK SHARES.

Hong Kong, 20th March

COMPANY PAID UP QUOTATIONS

Hong Kong & Shai. \$125 \$60, buyers £don 461.

Nat. Bank of China \$2 \$55, buyers £100, sellers £100

A. Standard \$2 \$55, buyers £100, sellers £100

B. Standard \$2 \$55, buyers £100, sellers £100

Bell's Asbestos M. A. \$2 \$55, sellers £100, nominal

Canton-Hongkong Ice \$10 \$40, sellers £100

Campbell, Macrae & Co. \$12 \$35, ex div, sellers £100

China-Borneo Co., Ltd. \$10 \$40, buyers £100

China Light & Power Co., Ltd. \$10 \$55, buyers £100

China Prov. L. & M. \$10 \$55, buyers £100

China Sugar \$10 \$55, buyers £100

Ocean Companies \$10 \$55, buyers £100

Alhambra, Id. \$10 \$55, buyers £100

Philippines, Co., Ltd. \$10 \$55, buyers £100

Letter Mills \$10 \$55, buyers £100

International \$10 \$55, buyers £100

Leung Kung Mow \$10 \$55, buyers £100

Soyches \$10 \$55, buyers £100

Hong Kong \$10 \$55, buyers £100

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